ORANGELINE

Route Alignment: Santa Clarita to Cerritos. Generally follows Amtrak and Metrolink alignments north of Union Station, and current freight alignments south of Union Station to the intersection of the PE ROW West Santa Ana branch. Includes a stop at Bob Hope airport.

Technology: Technology neutral.

Speed: Up to 125 mph in some segments.

Status: The southern portion of the Orangeline corridor is currently being studied in the PE ROW/West Santa Ana Branch Alternatives Analysis. The northern section is being studied as part of the Bob Hope Ground Access and Metrolink Antelope Valley Line studies. In addition, several station area grants have been completed.

Regional Connectivity: The project has very good regional connectivity. Connects to CA HSR at L.A. Union Station, and possibly Santa Clarita. Also connects to Amtrak and Metrolink, Metro Rail and an array of fixed-route bus services.

Ridership: The southern portion of the alignment through the Gateway Cities corridor is an area currently underserved by public transit. The Pacific Electric Right of Way / West Santa Ana Branch Alternatives Analysis Study will provide updated ridership forecasts for the second half of the corridor upon completion.

Funding: Southern portion partially funded by Measure R.

Project/Alignment Duplication: The northern portion of the alignment shares a general alignment with Metrolink and Amtrak and eventually CA HSR. However, the project's travel market is different and could act as a feeder service to these other rail services.

Inclusion in LRTPs/RTPs: Southern portion included in Metro 2009 LRTP. Entire project included in the Strategic Plan section of SCAG 2008 RTP.

Commission/COG Support: Supported by the Gateway Cities and San Fernando Valley COGs.

Stakeholder Support/Objection: Strongly supported by the Orangeline Development Authority's 14 member agencies.

Staff Recommendation: Include in Strategic Plan.

